133 of the Yen-shan Mountains southeastward into the Gulf of Po-hai. As a waterway the Lwan River
133 can carry sampan traffic only about 524 kilometers
●505 (325 mi.) from its estuary. Farther west is the
503 Hai River (Ku River) which irrigates most parts of northern and western Hopei Province. It receives water from four major tributaries, the Ch'ao-pai from the north, the Yung-ting from the west, the Tzu-ya from the southwest, and the Nan-yün-ho (South Canal) from the south. On these tributaries, some sampan traffic is possible most of the year. Their combined water fills the Hai River sufficiently to bring vessels inland from the Tangku New Harbor to dock at Tientsin. The recently-completed (Spring 1954) reservoir system on the Yung-ting River further improved control of the flow in that river, and, according to the Peking government, eliminates once and for all the flood hazards in the central north area of Hopei Province.

133 The South Canal, a man-made waterway which
503 connects the Hwai and the Yellow rivers in the East China Region with the Hai River, is an important waterway system in its own right.

133 Issuing from the T'ai-hang Range are a few minor rivers: the Sang-ch'ien River (also known as Sang-kan, the upper reaches of the Yung-ting) in the north along which is the high Sang-ch'ien basin; the Hu-t'o River (upper reaches of the Tzu-ya) a short distance to the south, and several other small rivers which flow eastward to join the Hai River system. Between the T'ai-hang and the Huo-shan mountain ranges the Ch'in-shui River runs

133 southwesterly to join the might Yellow River outside the region. The Ch'in-shui is not a large river and the valley along it is narrow. The largest river in Shansi is the Fen River. This
133 river flows through the Hsin-hsien, Taiyuan, and
505 Lin-fen basins. The last basin is the lowest in the province, only 450 meters (1, 476 ft.) above sea level. In high water seasons, wooden junks can sail from the river's juncture with the Yellow River upstream to the city of Hsin-chiang. 4/

A section of the Yellow River forms the western boundary of North China. This is one ofthe worst sections of the river, completely unnavigable; the current, locked between two mountain ranges, is far too swift and the course too rocky for passage. A waterfall 9 meters (29ft.) high cuts the river at Hu-k'ou where the span of the river also narrows from over 100 meters to 52 meters (328-170 ft.). Southward from Hu-k'ou down to Lung-men, the river resembles the famous gorges of the upper Yangtze River. Overhanging cliffs rise hundreds of feet on both sides of the river. Below Lung-men, (the dragon gate), the river receives the Fen River and widens to provide safe sailing for small river boats all the way around the sharp south-to-east bend of the river to Shan-hsien on the southern border of this region. East of Shan-hsien the river again narrows and flows through mountain gulches and cuts three channels at San-men-hsia.

4/ Ibid., pp. 40-49.

133 505 The three channels are traditionally named the God, the Ghost, and the Man. From these names it can be readily seen that boatmen have been finding safe passage only through the last channel. As the river flows farther eastward to reach the edge of the region at Yüan-ch'ü, the current eases somewhat to a more hospitable flow. 5/

133 504 3. Coastline: This region's limited coastline opens to the Gulf of Po-hai. Because it is on the fringe of an alluvial plain, its potentiality for seaports is limited unless extensive dredging is done. Chinwangtao was formerly the only natural port, but it was handicapped by its position which required a long overland haul for cargoes passing through this port. However, the fact that it is almost completely ice-free adds to its value. 6/ The completion ofthe Tangku New Harbor (October 17, 1952) improves considerably the position of Tientsin as the most important port in this region. Described a major man-made harbor, the New Harbor encompasses a 20-square-kilometer (7.7 sq. mi.) body of water, complete with two breakwaters, 20 kilometers (18.6 mi.) long altogether, designed to accommodate vessels up to 10,000 tons. 7/

5/ Ibid.

6/ George B. Cressey, China's Geographic Foundations, New York, McGrow-Hill, 1934, p.177; Ch'u Shao-t'ang, Hsin Chung-kuo Ti-li [The Geography of New China] , Shanghai, Ta Chung-kuo t'u-shu-chü, 1953, p. 61.

7/ Atlas of the People's Republic of China by Province, Shanghai, T'i-t'u ch'u-pan-she, 1953.

1;Stanford U. S-4, 5 1956 AF12 North China
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VII. SHIPPING TONNAGE AND TRANSPORTATION

505 Before World War II, China's shipping tonnage was 576,000 tons, including 124 ocean steamers (a total of 367,383 tons) and 3,333 river steamers (an estimated 208,617 tons). During the war, a number of Chinese ships with a combined weight of 495,320 tons were lost.[22] However, at the close of the war, 2,651 Japanese ships of various types (with a combined weight of 25,288 tons) were confiscated.

According to 1947 statistics of the Ministry of Communications, the total number of various types of ships under national, public, and private ownership in the North China Region was 162, with a total weight of 20,184 tons.[23] They are classified by service, size, and ownership in Table 7.

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22. Hang-yün [Navigation], Nanking, Bureau of Information, Executive Yuan, 1947, p. 24.

23. Ibid., p. 23.

1:Stanford U. S-4, 5 1956 AF12 North China
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Table 7. Shipping Tonnage in North China, 1947*

Classification	Quantity	
	No. of Ships	Gross Tonnage
By Service:		
Ocean	151	19,279
River	11	905
Total	162	20,184
By Size:		
3,001-8,000 tons	1	3,222
60-3,000 tons	161	16,962
Total	162	20,184
By Ownership:		
National and Public	17	4,887
Private	145	15,297
Total	162	20,184

* Hang-yün [Navigation], Nanking, Bureau of Information, Executive Yuan, 1947, pp. 25-28.

1:Stanford U. S-4, 5 1956 AF12 North China
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727 The Nationalist Government managed to save a large number of government-owned ships Communist confiscation by moving them to Formosa at the time of evacuation in 1949. It was reported that less than 20 per cent of the shipping tonnage of the government-owned China Merchant Steamship Company was left to the Communists.[24] But because of the Communists' vigorous efforts, building new ships as well as salvaging and repairing damaged ships, a substantial recovery was made between 1950 and 1954. The Tangku Dockyard near Tientsin is one of a dozen well-equipped dockyards in China. According to incomplete statistics released in October 1952, the Tangku Dockyard had repaired or rebuilt some 391 ships of various types since the Communist occupation of North China.[25] Salvaged ships from the sea off the coast of North China and from rivers in the vicinity of Tientsin are estimated to have been about 100 in number.[26]

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24. Economic Weekly, Shanghai, Jan. 1950, Vol. X, No. 1, pp. 7-8.

25. Navigation in Communist China, Taipei, 6th Section, Central Committee, the Nationalist Party, 1953, Part I, p. 17.

26. Ibid.

1:Stanford U. S-4, 5 1956 AF12 North China
~~AF12~~ AF 12

505 No statistics are available upon the amount of inland water transport in North China. However, the volume of freight traffic has been increased by the adoption of the "single-file towing method" suggested by Soviet shipping experts. The total amount of freight shipped on North China waterways in 1951 showed an increase of 49 per cent over the amount shipped in the preceding year.[27]

Coastal shipping in the North China Region exceeded the planned freight target for 1954. Traffic was 14 per cent above that of 1953 and ton-kilometers increased by 6 per cent during the same period. Efficiency increased in loading and unloading; harbor turnover was shortened from 48 hours to 18 hours per ship, and some instances were reported in which cargo was unloaded and loaded in as short a time as 12 hours.[28] However, the number of accidents directly attributable to the Communist demand for acceleration of shipping was significantly higher in 1954 and thus may have canceled the advantages gained.[29]

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27. Ibid., Part II, p. 13.
28. Ibid., p. 20.
29. Current Background, Hong Kong, U.S. Consulate General, Sept. 29, 1955, p. 7.